

AT AUCTION
BY **WILL E. FISHER**
AUCTIONEER
Telephone Main 424.

FORECLOSURE SALE

MONDAY, NOV. 12, 1906.

AT 12 O'CLOCK.

I will sell at auction the large piece of property situated on School street, commencing at the Nuuanu stream bridge, with improvements, in subdivisions or as a whole.

WILL E. FISHER,
AUCTIONEER.

At Auction

WEDNESDAY, NOV. 14, 1906.

I will sell at my salesroom, corner Fort and Queen streets—
White Leghorn Chickens,
Buff Cochins,
Brown Leghorns.

ALSO—
LADIES' SHIRTTWAIST PAT-
TERNS,
CROCKERY,
BOOKS,
DOORS,
SASHES,
SHINGLE STAIN,
Etc., etc.

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AGENT.

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**DRUGS, CHEMICALS,
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ARTICLES, ETC.**

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The Best

Our prices are right.

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DRUG CO.
ESTABLISHED 1879.

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(HOLIDAY CRACKERS)

Just in time for Thanksgiving. Our new assortment is better than any we have had before. It includes many novel ideas that are wonderfully decorative for the table and afford great amusement.

ORDER EARLY.

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There is more than one quality of woolen—the name does not tell the tale. We claim to have the best that is made, every yard of it shrunk before it leaves the mills and every inch of yarn dyed in absolutely fast color that will withstand the glare of a tropic sun.

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Opposite Gazette Office.

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Machinery, Black Pipe, Galvanize Pipe, Boiler Tubes, Iron and Steel, Engineer's Supplies.
Office—Nuuanu street.
Works—Kakaako.

Wood Stoves

OILS, HARDWARE AND TOOLS

Abraham Fernandez & Son,
44 to 50 King Street



For the first time in many years the harbor is bare of sailing ships, the departure of the barkentine Newsboy for the Sound yesterday afternoon making a condition of maritime affairs such as cannot be remembered before by the oldest sea captains along the front. There are, of course, two or three little island schooners at the docks, but not a deep-sea ship or a coaster which depends upon the winds as a motive power.

The number of steam vessels in port has also gone down very fast the last couple of days, seven steamships having departed since Friday morning and only two arrived. Outside of the revenue cutter Manning, the U. S. S. Iroquois and the Inter-Island steamers there only remains in port the cable-ship Restorer, steamship Alameda, steamship Isleworth and the Japanese steamship Chiusa Maru. Of these, the Alameda and the Chiusa sail early this week.

BRINGS B. C. COAL.

The British steamer Isleworth, which arrived off port from Comox on Friday night, came in yesterday morning and is docked at the Railroad wharf. She brings a cargo of 3500 tons of Vancouver Island coal, 2500 tons of which will be discharged here and the remainder taken to Hilo. The work of discharging will be commenced tomorrow.

The Isleworth has a number of Chinamen among her crew whose time has expired and Captain Cox is anxious to get rid of them as soon as possible. With this in view he is said to be making arrangements to transship them here to the Hongkong Maru, due on the 16th from the Coast and bound for China. In the meanwhile a close watch will be kept upon them to see that none slip ashore and lay the captain open to a heavy fine.

The last visit of the Isleworth to this port was in 1903, when she came in from Ocean Island with a cargo of phosphates. Prior to that she had been on a recruiting cruise at the Gilbert Islands, securing labor for the phosphate deposits. At Ocean Island the steamer had collided with the reef at her moorings and came in with every blade but one of her propeller damaged.

KINAU HAD SMALL LIST.

With a passenger list much smaller than the average, the steamer Kinau arrived from Hilo and way ports yesterday morning. Among her passengers were Senator Palmer P. Woods, E. P. Low, C. K. Notley, Dr. O. E. Wall and Mrs. Wall and Commodore H. E. Picker.

Incoming freight consists largely of small farm produce. There were 65 bags of cabbage, 24 bags of taro, 21 sacks of corn and 21 hides. Other freight consisted of 205 packages of sundries, a large number of empty casks, kegs and bottles, a horse and a dog.

The list of available sugar on Hawaii is getting smaller each week. Pursuer George C. Beckley reporting the following: Waiakae, 10,000 bags, Hakalau, 1487, and Honuapo, 1625.

OCEANIC SAILING DATES.

The following schedule of sailing dates for the Oceanic liners has gone into effect: The steamship Sonoma will be held in Sydney until November 26, arriving at Honolulu on December 11. The steamship Ventura will sail from Sydney on December 17, arriving here on New Year's Day. The steamship Sierra will sail from Sydney on January 7, being due to arrive at Honolulu on January 22.

The Sonoma will not sail from San Francisco on December 6, as scheduled, but will be held until the 27th, coming out on the Ventura's run. The sailing date of December 6 from the Coast has been canceled.

CAPTAIN BRAY RESIGNS.

Yesterday Captain Bray, superintendent of the Sailors' Home, handed in his resignation to the board of trustees and asked them to appoint his successor as soon as possible. For some time now the home has been run at a loss to the superintendent, and as there seems little likelihood of matters improving, owing to the changing conditions in the sugar field, he does not feel justified in trying longer to keep the home open.

LAWTON LAID UP.

The Lawton has been ordered placed out of commission at the Mare Island (Cal.) Navy Yard. A board of survey has been ordered for the vessel and she will be put in complete repair before again being commissioned. It has not yet been decided by the Navy Department whether the Lawton will be fitted up as a receiving ship or as a transport before again being put in active service. This is a matter now under consideration by the Bureau of Navigation.—Army and Navy Journal.

MANCHURIA GOES TO NAGASAKI.

According to advices received on the Alameda the steamship Manchuria will pass through Honolulu en route to Nagasaki in the very near future. It has been found impossible to make even the temporary repairs to the vessel at the Coast, owing to the demand on all the drydocking facilities and she



VALPARAISO EARTHQUAKE—RUINS OF THE CHURCH OF LA MERCED.

is to be taken to the Japanese yard. It is unlikely that she will carry any passengers on her trip.

AVERTY TO SAIL FOR JAPAN.

Assistant Manager Avery of the Toyo Kisen Kaisha has made arrangements to sail for Yokohama on the America Maru November 30th. The same liner is to bring to this port Manager Snirasha of the Japanese line. He will return on the liner to Yokohama, accompanied by Assistant Manager Avery and his secretary, Mr. Duncan. Avery's visit to Japan has to do with the big liners now under construction for the company in Japan. These steamers are to be the best of their class in the Pacific.

MARINE NOTES.

The barkentine Benica arrived at Honolulu on October 23, twenty days out from Honolulu.

Schooner Monterey cleared October 30 for Portland with 19,400 barrels of crude oil, laden at Monterey.

The British steamship Aotea sailed yesterday afternoon for Newcastle, getting away shortly after noon.

The steamer Rosecrans cleared October 30 for Portland with 23,000 barrels of crude oil, laden at Gaviota.

The schooner Metha Nelson is loading lumber at Tacoma for Hilo. She is a vessel of 399 tons, belonging to the Nelson fleet of San Francisco. She is commanded by Captain C. S. Jacobsen.

The Japanese steamship Chiusa Maru has finished discharging her cargo and will probably sail for home waters tomorrow. The sacks stowed in her lower hold show the damage from the leak caused by the grounding of the vessel on the reef outside the harbor, disproving the claims of those on board that there was no puncturing of the ship's bottom by the rocks.

E. L. Putzer, chief engineer of the Pacific Mail liner Manchuria, has been appointed superintendent engineer of the Oceanic Steamship Company, to succeed Engineer Charlton, who has resigned from the position, having decided to return to the Eastern coast. Putzer is regarded as one of the best and most industrious chief engineers in the Pacific, and is expected to improve conditions on the Oceanic liners.

The steamship Enterprise and the tug Fearless got away together yesterday afternoon for the Coast, the former sailing with sugar ballast as her only cargo. The Fearless tooted a last good-bye to the Honolulu harbor as she steamed out. The two vessels will remain together during the run up in order that the towboat may be able to take hold of the Enterprise if any further accident to her damaged propeller makes it necessary.

SHIPPING INTELLIGENCE.

ARRIVED.

Saturday, November 10.

Str. Ke Au Hou, Tulett, from Kauai.

Br. str. Isleworth, Cox, from Comox.

Str. Kinau, Freeman, from Maui and Hawaii ports, 7:35 a. m.

DEPARTED.

Br. str. Aotea, Prosser, for Newcastle, noon.

Str. Helene, Nelson, for Hawaii ports, noon.

M. N. S. S. Enterprise, Youngren, for San Francisco, 4 p. m.

Tug Fearless, Seike, for San Francisco, 4 p. m.

Str. Nihau, Townsend, for Makawell and Waimae, 4 p. m.

Bkt. Newsboy, Olsen, for the Sound, 3:25 p. m.

DUE TODAY.

Str. Lokilike, Naopala, from Molokai ports, a. m.

Str. Maui, Bennett, from Kauai ports, a. m.

PASSENGERS.

Arrived.

Per str. Kinau, November 10, from Hilo and way ports—Wm. Henry, F. L. Winter, W. Fuller, C. Crall, M. S. Pacheco Chas. Williams, M. K. Fukui, Dr. K. Yoshizaki, Peter E. Tosh, J. R. Marmont, Tom Ulukou, Mrs. M. H. Walker, Senator P. P. Woods, Saml. P. Woods, Miss R. C. Hemmingway, Jack Smith, Miss Ruth Renton, E. P. Low, F. J. Lindeman, A. B. Lindsay, C. K. Notley, F. J. Testa, S. L. Kaleholani, Dr. O. E. Wall, Mrs. O. E. Wall and child, Mrs. Kunl. Father Charles, B. Waggoner, H. L. Hudson, Mrs. H. L. Hudson, W. J. Coelho, Domingo Hernandez, Damacia Muriel, C. K. Paurot, Mrs. C. K. Paurot, H. E. Picker.

VESSLS IN PORT.

(Army and Navy.)

U. S. S. Iroquois, Carter, Midway, Oct. 2.

U. S. R. C. Manning, Joynes, Barber's Point, Oct. 6.

(Merchant Vessels.)

Chiusa Maru, Mizuno, Kobe, Nov. 2.

Restorer, Br. cables, Combe, Midway, Oct. 3.

Isleworth, Br. s.s., Cox, Comox, Nov. 10.

THE MAIL.

Mails are due from the following points as follows:

San Francisco—Per U. S. A. T. Logan, Nov. 11.

Orient—Per America Maru, Nov. 12.

Colonies—Per Milwaukee, Nov. 14.

Victoria—Per Moana, Nov. 17.

Mails will depart for the following points as follows:

San Francisco—Per America Maru, Nov. 12.

Victoria—Per Milwaukee, Nov. 14.

Orient—Per Hongkong Maru, Nov. 15.

Colonies—Per Moana, Nov. 17.

TRANSPORT SERVICE.

Thomas, sailed for San Francisco, November 3.

Logan, sailed from San Francisco for Honolulu and Manila, Nov. 5.

Sherman, sailed for Manila, Oct. 24.

Buford, sailed for San Francisco, Nov. 9.

Sheridan, sailed for San Francisco, Nov. 9, in tow of transport Buford and army tug Slocum.

Lawton, at San Francisco.

An alienist came wandering through an insane asylum's wards one day. He came upon a man who sat in a brown study on a bench.

"How do you do, sir?" said the alienist. "What is your name may I ask?"

"My name?" said the other, frowning fiercely. "Why, Czar Nicholas, of course."

"Indeed?" said the alienist. "Yet the last time I was here you were the Emperor of Germany."

"Yes, of course," said the other, quickly; "but that was by my first wife."

BISMARCK'S RETIREMENT.

A sensation has been caused in Germany through the publication of the memoirs of the late Chancellor Prince von Hohenlohe. In these memoirs is given the inside history of the dismissal of Prince Bismarck by the present Emperor, and their publication during the lifetime of William has been severely denounced by him. The New York Evening Post reviews the circumstances of Bismarck's dismissal in the light of the present new information, and compares with this the situation as it was understood at the time. Says The Evening Post:

The whole Empire seemed to rock on March 21, 1890, when the announcement was made that the young Emperor had calmly sent over the side the veteran and masterful pilot who had so long guided the ship of state he had himself launched. Germany without Bismarck! The thing seemed incredible, and the explanations which have since been furnished have been as varied as the colors in the spectrum. To most people in Germany the net result was a widespread belief that the Emperor was jealous of the Iron Chancellor, and, desiring to have things entirely his own way, had humiliated him in a moment of pique. That Bismarck himself held this view is known. Speaking in English to an American visitor at his home only a few months after his dismissal, the Chancellor said that he had been "literally kicked out of office," and was unsparing in his denunciation of the Emperor and the ministers, to whom he attributed his loss of power. Of the latter he said, "Some of these rogues I picked out of the very gutter."

Most of the defenders of Bismarck have based their case upon the ingratitude of the Emperor. The actual details have hitherto been more or less veiled in mystery. The Bismarck memoirs and letters thus far published bear lightly, if at all, upon his retirement from office. Not so the Hohenlohe memoirs. The Prince arrived in Berlin on the day of the news of Bismarck's resignation. He speedily ascertained, so he notes in his diary, that the break between Emperor and Chancellor had been inevitable for weeks; that more than a month previously, the Emperor, angered by Bismarck's slights and the derogatory way in which the Chancellor had spoken of him to the members of the Diplomatic Corps, had discussed with Count Caprivi the latter's eventual appointment as Chancellor. A rumor of this conversation having reached Bismarck, the situation at once became impossible. To make matters worse, the Kaiser learned that Bismarck had complained to certain diplomats of the imperial policy in regard to the betterment of the working classes; while Bismarck was infuriated by hearing that other ministers saw more of the Emperor than he did himself. Finally, Von Hohenlohe quotes the Emperor as saying that it had become a question "whether the Bismarck dynasty or the Hohenzollern should rule over Germany."

This statement and others the Kaiser made to Von Hohenlohe when visiting him on April 23, 1890, and they were duly recorded in the diary now published. To the other reasons the Kaiser added that Bismarck wanted a new law against the Socialists, and demanded the dissolution of the Reichstag when that body refused to pass the bill. Besides, he wished to take energetic measures against strikers and all tumultuous assemblages. To this the Emperor replied that he did not "wish to begin his reign by shooting down his subjects"—certainly not until he had "investigated their complaints and done his best to remove their just grievances." All this now appears, we believe, for the first time, and places the Kaiser in so favorable a light that his strong protest against the publication of the Von Hohenlohe memoirs can not be based on any feeling that harm has been done to himself.

LONDON'S COSTLY SPOOK.

New York Times.

What possibly may come to be known as the £1000 spook was materialized at St. George's hall today by J. N. Maskelyne, whom London has known and highly respected for forty years as a conjuror and exposé of spiritualistic frauds.

Maskelyne's performance was in response to a challenge issued last April by Archdeacon Colley, who offered to pay £1000 if Maskelyne would produce by trickery any one of several things he and the late Dr. Monck witnessed in a spiritualistic seance twenty-nine years ago. Archdeacon Colley was convinced that the wonderful things he and Dr. Monck saw were the work of spirits, and he did not consider that he was in any danger of losing his £1000 when he issued his challenge.

Maskelyne selected one of the things designated by the archdeacon, and undertook to fulfil all the conditions in respect to it set forth in the challenge. He appeared on the stage in the role of Dr. Monck, and a colleague impersonated Archdeacon Colley. They were dressed in clerical garb and talked in low, solemn tones, while the orchestra played slow music.

Two chairs were placed in the center and rear of the stage, and the back of the platform was covered with dark cloth. Three electric bulbs in the wings above the chairs provided the necessary light. The archdeacon professed to be haunted by an evil spirit. Dr. Monck spoke some reassuring words, and then, sitting in a chair, went into a trance, the archdeacon occupying the other chair.

Presently a little smoke appeared issuing from Dr. Monck's side, and gradually it increased in volume. A moment later the smoke died away, and to the left of Dr. Monck a light was seen. This light slowly changed into the head and shoulders of a woman; then her bust was outlined, and very soon her complete form was disclosed. Finally, while the stage archdeacon gazed in amazement, the spirit tripped daintily to the footlights and revealed itself as a most attractive young lady.

Maskelyne will forthwith call upon Archdeacon Colley for £1000, and several persons who saw today's performance tell me his claim is valid and indisputable.

"Archie is fairly going crazy over his new automobile." "That's strange. Every time I've seen him he has been going crazy under it."—Chicago Tribune.

"So you think yachting is a dangerous game?" "Dreadfully so. Why, no less than five of our commodores have died of delirium tremens."—Life.

Author—"Could you give me an appropriate motto for my essay on sea voyage?" Traveler—"Yes, 'sic transit.'"—Baltimore American.

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Compare any Garland in use with any other stove in use. Note how less likely the Garland is to rust. That's because aluminum is mixed with the iron from which these stoves and ranges are made, giving superior fineness, strength and toughness.

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